

INFORMATION RECEIVED SINCE PREPARATION OF REPORT

Application number	TWC/2015/0701
Site address	Site of The Stafford Arms, Main Road, Ketley Bank, Telford, Shropshire
Proposal	Conversion of public house to 6no. residential apartments, associated external alterations and creation of 13no. parking spaces and 4no. cycle spaces
Recommendation	Full Grant

- 1.0 Since preparation of the committee report additional information has been received by the Local Highways Authority and is detailed below:-
- 1.1 The former use of the premises was a Public House, however, the report to Planning Committee clearly identifies the former use as being no longer viable with the premises having been without a licence following closure in 2014.
- 1.2 An aerial photograph from 2010 and Google Street-view from 2009 when the Public House was still trading suggest that use of the area to the rear of the public house for customer parking cannot be assumed. The entrance was gated in 2009 and the land to the rear appears not to have been laid out as a formal car park for customers. Customer parking is therefore assumed to have been on the hard-standing area fronting of Main Road.
- 1.3 The development proposed is 5 two-bed and 1 single-bed flats with 11 car parking spaces sited in rear garden area utilising the gated access immediately adjacent to the property known as "Claremont".
- 1.4 Visibility for vehicles exiting the site from the existing gated access point is severely restricted to the east by the boundary wall of "Claremont". The visibility splay available is approximately 2.4m x 15m which, when compared with the Manual for Streets guidance of 2.4m x 43m for a 30mph speed limit, is clearly substandard. A survey of traffic and vehicle speeds on Greyhound Hill in 2005, between the site and the Greyhound Interchange, also show 85th percentile speeds of 37.6mph which are significantly higher than the speed limit.
- 1.5 It should be noted that there are no recorded Personal Injury Accidents within the vicinity of the site within the last five years.
- 1.6 In view of the restricted visibility, the main issue would be exiting vehicle movements and whether this represents intensification over the previous use. For this comparison the TRICS Database has been interrogated – The TRICS database is the UK and Ireland's national system of trip generation analysis for new developments. The findings from TRICS are as follows: -
1. A residential use will introduce new exiting vehicle movements within the 8am – 9am traffic peak where none are likely for a Public House use. Traffic flows from the 2005 survey clearly show that traffic movements along Greyhound Hill are highest between the 8–9am and 5–6pm peak periods,

2. For a development of 6 flats these exiting vehicle movements are estimated to be between 1 and 2 during the 8am - 9am period and so would coincide with the peak traffic flows on Greyhound Hill,
 3. The TRICS database also suggests that public houses do not generate any traffic movements until after 10am so it would be reasonable to assume that any vehicle movements between 7am and 10am would be new to the site and these are estimated to be between 3 and 4 exiting vehicle movements,
 4. It should be noted that the daily exiting vehicle movements for 6 flats would be unlikely to exceed those of a public house, however, the peak exiting vehicle movements for a public house tend to occur after 6pm when traffic volumes on Greyhound Hill are in decline,
 5. In view of the doubts above concerning the use of the area to the rear of the public house it could be argued that all exiting vehicle movements from the proposed car parking area via the gated access are new movements. For a development of 6 flats the exiting vehicle movements would be approximately 8 per day.
- 1.7 In conclusion, the conversion of the building to flats will introduce new exiting vehicle movements during the morning peak traffic period where none would be expected for a public house.
- 1.8 There is evidence that customer parking occurred on the frontage with Main Road and not in the area to the rear of the public house.
- 1.9 Any new exiting vehicle movements would be via an access which is clearly substandard in terms of the visibility splay requirements set out in Manual for Streets.
- 1.10 Whilst the numbers of vehicle movements are expected to be relatively small, there are clearly Highway safety implications for each vehicle undertaking the manoeuvre and for the through traffic on Greyhound Hill/Main Road.

Appendices attached:

1. Aerial photograph of the site from 2010
2. Google Street-view from 2009 (Public House still in use)
3. Vehicle Survey – recorded at Greyhound Hill, Ketley Bank in 2005
4. TRICS data (national system of trip generation analysis for new developments) – Public House and residential flats (privately owned)





Navigation and utility controls for the Street View interface.

- Map thumbnail: Shows the current location on a map with labels for "Greyhound Hill", "Ketley Bank", "First Ave", and "Fourth Ave".
- Back to Map: Button to return to the map view.
- Image history: A vertical strip of six small thumbnail images showing different views of the same area, each labeled "Ketley Bank".
- Navigation: Includes a compass, zoom in (+) and zoom out (-) buttons, and a "Hide imagery" button.
- Footer: Copyright information: "Image capture: Apr 2009 © 2015 Google Terms Privacy Report a problem".
- System tray: Includes the Windows logo, taskbar icons for Google Chrome, Internet Explorer, and other applications, along with the system clock showing "13:54" and "05/10/2015".

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-178

Site: 72120.0.0E
 Description: Greyhound Hill Ketley Bank
 Filter time: 15:00 09 December 2005 => 09:00 16 December 2005
 Scheme: Vehicle classification (ARX)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	18.0	20.0	16.0	36.0	20.0	53.0	52.0	22.0	30.7
0100-0200	6.0	8.0	7.0	7.0	12.0	42.0	31.0	8.0	16.1
0200-0300	4.0	0.0	3.0	2.0	13.0	28.0	16.0	4.4	9.4
0300-0400	2.0	1.0	3.0	1.0	1.0	4.0	9.0	1.6	3.0
0400-0500	9.0	6.0	7.0	3.0	10.0	3.0	9.0	7.0	6.7
0500-0600	32.0	38.0	43.0	48.0	50.0	28.0	10.0	42.2	35.6
0600-0700	76.0	80.0	85.0	84.0	87.0	34.0	15.0	82.4	65.9
0700-0800	206.0	181.0	183.0	187.0	180.0	63.0	26.0	187.4	146.6
0800-0900	328.0<	352.0<	356.0<	339.0<	347.0	148.0	69.0	344.4<	277.0<
0900-1000	223.0	227.0	219.0	206.0	*	196.0	134.0	218.8	200.8
1000-1100	172.0	176.0	189.0	186.0	*	252.0	196.0	180.8	195.2
1100-1200	219.0	203.0	199.0	216.0	*	287.0<	228.0<	209.3	225.3
1200-1300	263.0	226.0	233.0	229.0	*	314.0<	278.0<	237.8	257.2
1300-1400	243.0	231.0	236.0	238.0	*	234.0	206.0	237.0	231.3
1400-1500	228.0	207.0	229.0	227.0	*	234.0	228.0	222.8	225.5
1500-1600	299.0	305.0	316.0	311.0	351.0	228.0	213.0	316.4	289.0
1600-1700	340.0	329.0	335.0	310.0	330.0	214.0	210.0	328.8	295.4
1700-1800	345.0<	393.0<	415.0<	410.0<	382.0	268.0	188.0	389.0<	343.0<
1800-1900	244.0	262.0	271.0	229.0	261.0	201.0	177.0	253.4	235.0
1900-2000	171.0	177.0	188.0	210.0	237.0	179.0	143.0	196.6	186.4
2000-2100	112.0	116.0	152.0	156.0	155.0	115.0	105.0	138.2	130.1
2100-2200	110.0	95.0	115.0	138.0	94.0	72.0	77.0	110.4	100.1
2200-2300	72.0	46.0	95.0	75.0	90.0	86.0	46.0	75.6	72.9
2300-2400	27.0	38.0	46.0	51.0	56.0	79.0	39.0	43.6	48.0
Totals									
0700-1900	3110.0	3092.0	3181.0	3088.0	*	2639.0	2153.0	3125.7	2921.3
0600-2200	3579.0	3560.0	3721.0	3676.0	*	3039.0	2493.0	3653.3	3403.9
0600-0000	3678.0	3644.0	3862.0	3802.0	*	3204.0	2578.0	3772.4	3524.8
0000-0000	3749.0	3717.0	3941.0	3899.0	*	3362.0	2705.0	3857.7	3626.3
AM Peak	0800	0800	0800	0800	*	1100	1100		
	328.0	352.0	356.0	339.0	*	287.0	228.0		
PM Peak	1700	1700	1700	1700	*	1200	1200		
	345.0	393.0	415.0	410.0	*	314.0	278.0		

* - No data.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	513	1.039	3	513	0.909	3	513	1.948
11:00 - 12:00	4	513	1.610	4	513	1.268	4	513	2.878
12:00 - 13:00	5	530	1.962	5	530	1.321	5	530	3.283
13:00 - 14:00	5	530	2.566	5	530	1.887	5	530	4.453
14:00 - 15:00	5	530	1.887	5	530	1.736	5	530	3.623
15:00 - 16:00	5	530	1.736	5	530	1.434	5	530	3.170
16:00 - 17:00	5	530	2.302	5	530	1.811	5	530	4.113
17:00 - 18:00	5	530	4.151	5	530	3.019	5	530	7.170
18:00 - 19:00	5	530	3.811	5	530	3.472	5	530	7.283
19:00 - 20:00	5	530	4.415	5	530	5.019	5	530	9.434
20:00 - 21:00	5	530	6.189	5	530	5.962	5	530	12.151
21:00 - 22:00	5	530	5.283	5	530	6.302	5	530	11.585
22:00 - 23:00	5	530	3.358	5	530	4.453	5	530	7.811
23:00 - 24:00	4	513	1.561	4	513	2.537	4	513	4.098
Total Rates:			41.870			41.130			83.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 190 - 750 (units: sqm)
 Survey date range: 01/01/07 - 19/10/14
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.